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**50 FACTS
ABOUT
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AT WAR**

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#1



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***DEMOBILISATION**



How should it be done?



Readers are asked
their opinions on
suggestions made
in this pamphlet.



TWOPENCE

Published by the ***Communist Party**

X-D759

#3



THE SWORD OF THE SPIRIT

THE
DEFENCE OF THE
WEST

BARBARA WARD

x-D759

#4



THE SWORD OF THE SPIRIT

THE
SWORD OF THE
SPIRIT

CHRISTOPHER DAWSON

x-D 159
#5
*]
THE SWORD OF THE SPIRIT



THE
SWORD OF THE
SPIRIT

CHRISTOPHER DAWSON

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#6

BRITISH COMMANDERS



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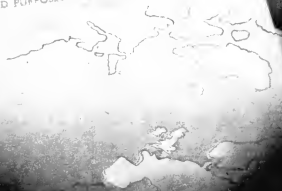
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SPECIMEN OF BRITISH WAR
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Les
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et la guerre

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SUR LES ALLEMANDS EN RAID

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L'épave d'un Dornier nazi, en
flamme sur la plage d'une
station balnéaire en Angleterre

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English 1/2/42
#14
"THE SWORD OF THE SPIRIT" x-D759

Catholics Under the Swastika.

"A cross which is not the Cross of Christ!"

POPE PIUS XI.

The Christian life is a thing of the spirit and can by the grace of God be lived under any flag. But the flag does make a difference. Here are a few of the conditions to which the German Catholics have to submit:—

1.—German Catholic parents must learn that their children belong not to them but to the State. They are allowed no control whatever over their education in or out of school.

2.—In spite of the promises made in the Concordat with the late Pope, Pius XI, Catholic schools throughout Germany and Austria have been closed and religious are forbidden to teach.

3.—In the schools which Catholic children are compelled to attend they are taught:—

That their duty to Hitler and the State is higher than their duty to God and His Church.

That their highest destiny is to fight aggressive wars for the glory of Germany.

That they come of a superior race, to which all other races should be subject. This doctrine the late Pope, Pius XI, has specifically condemned.

4.—Catholic youth organisations of all kinds have been suppressed and the children are forced into Nazi party associations at an early age. Here all their spare time is spent, often in undesirable company and among anti-Catholic influences.

5.—Young men and girls are openly encouraged by Nazi Leaders to unmarried parenthood. German newspapers, including the *Schwarze Korps*, the official organ of the Gestapo, make a feature of personal advertisements in which German soldiers invite girls to become the mothers of children by them. Women advertise offering themselves for the same purpose. Any woman who becomes with child by a soldier is given preference for Government positions.

No protest against these practices is permitted from any priest or layman.

6.—From childhood upwards German Catholic youth are encouraged to acts of brutal violence to their Jewish neighbours and to regard the appropriation of Jewish property as a reward of the good German citizen.

AL-F. b
y Emery
11/11/55 X-D759
m/v #15
"On Malta the gaze of the whole world
is riveted in wonder." Cardinal Hinsley.

WELL DONE, MALTA!

To honour her brave people I award the George Cross
to the island fortress of Malta to bear witness to a heroism
and a devotion that will long be famous in history.

George VI.

To this kingly thoughtfulness and appreciation the Governor
of the Island, Sir William Dobbie, replied:

"The people and garrison of Malta are deeply touched
by your Majesty's kind thought for them in conferring on
the fortress this signal honour.

It has greatly encouraged everyone, and all are deter-
mined that by God's help Malta will not weaken but will
endure until the victory is won.

All in Malta desire to express once again their loyal
devotion to your Majesty and to prove worthy of the high
honour conferred."

These memorable words are the fitting expression of a
King who had the heart of a father and of a little island that
had the heart of a hero. If we add that this little island—
almost the "least among the princes of Juda"—is almost the
most loyal amongst the followers of their Captain, Christ, we
have given the reason why its civil loyalty makes it a hero-island.

His Majesty has said many a timely word and done many
a kingly act since these islands were called upon to defend
eternal principles of right and wrong by being called to self-
defence. But the brave people of Malta must know that, in the
eyes of these islands of the North, no word or act has so befitted
His Majesty as the word and act that gave Malta a unique place
in the history of man's struggle to keep his brotherliness and
conscience free.

The almost stubborn loyalty of this island people of Malta
was even more than loyalty, it was the gratitude of a people
who could admire but could not forget the loyalty that keeps a

English (General) AC-P6

X- D759

#16



THE SWORD OF THE SPIRIT

Leaflet No. 19.

THE STRUGGLE FOR THE CHURCH IN GERMANY

The following Pastoral Letter from German Bishops concerning the position of the Catholic Church in Germany was read in the Churches of the Reich on Passion Sunday, March 22nd.

A BATTLE HAS BEEN RAGING

DEARLY BELOVED BRETHERN,

For many years now, a battle has been raging in Germany against Christianity and the Church, to an extent never before experienced. German Bishops have repeatedly requested the Government to bring this wicked battle to an end, but unfortunately, our requests and efforts have been in vain. The fight continues even in war-time, when peace amongst our people should be taken for granted; in fact, it is increasing in bitterness and it is lying like a horrible nightmare on the German nation, 95 per cent. of whom (in Bavaria it was as much as 98 per cent.) acknowledged themselves as Christians when the last census was taken.

The German Bishops, therefore, considered it their duty towards the Church and the nation to send, on the 10th December, 1941, a further memorandum to the German Government, stating that this internal war could be settled by a public declaration and by certain effective measures. We know how the faithful expect their Bishops to do everything possible to protect Belief and Conscience, to re-establish religious peace and to lift the heavy load from their soul, and that is why we feel compelled to make known at least the most important points of our memorandum. They are as follows:—

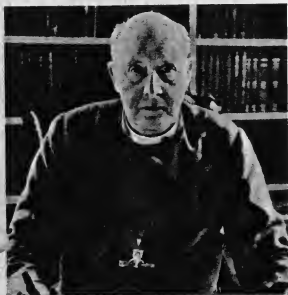
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In the Concordat (20th July, 1933), the Government assured the Catholic Church of State protection for the free development of its life. In practice, these promises were not kept. In the absence of State protection, Christianity and the Catholic Church were attacked and unjustly fettered by various regulations and organs of the Party and the State.

(1) "The freedom of profession and public practice of the Catholic religion" was promised and guaranteed. In actual fact such pressure was put upon those who are dependent upon the Party or the State that

X-D759
#17

The Archbishop of York speaks to the people of the Channel Islands



"I am speaking to you as one who until last June had been your Bishop for ten years. I know all your parishes, I have preached in all the Anglican churches, I have confirmed hundreds of your children."

On Sunday the 31st January, at 9.30 a.m., in the famous church of St. Martin in the Fields, London, the Archbishop of York, Dr. Cyril Garbett, held an intercession service for Channel Islanders which was broadcast by the B.B.C. Home Service. It was the Archbishop himself who planned the order of the service. There was a special choir of Channel Islanders; and refugees from all over England came to London to join in the prayers for their friends and relatives left in the Islands or deported to Germany. The great church was packed and all took part with solemn fervour in the singing of the hymns "The King of Love my Shepherd is," "O God of Bethel" and "Holy Father in Thy Mercy." The Rev. George Whitley joined the Archbishop in the pulpit to read the lessons.



5-37

X-D759
#19*In reply to Yours--*

LONDON, JANUARY 27, 1944.

SHIPS AND MORE SHIPS

MR. CHURCHILL spoke very hopefully about the shipping position of the Allies at a recent Press Conference in Ottawa. He referred to "the great flow of ships" that is coming this year and next from the shipbuilding yards of the United States.

We know something of the extent of that flow. Admiral Land, head of the United States Maritime Commission, stated recently that the schedule of deliveries of new ships under his programme in 1942 provided for 8,000,000 tons deadweight. And we know from the statistical tables published by the Commission that more than this total was already under construction last October.

It was left to President Roosevelt to reveal the full extent of the United States shipbuilding drive in his "Plan-for-Victory" message to Congress. In that message he said that in 1942 the United States shipyards had been ordered to build 8,000,000 deadweight tons of shipping as compared with the 1941 figure of 1,100,000 tons.

"Next year we shall build 10,000,000 tons," added the President.

New British Tonnage

To this vast American output we must add the unspecified totals of new tonnage now being produced at full speed in the shipyards of Great Britain, Canada, Newfoundland, Australia and India.

These figures are important because they show that the addition of new shipping to the carrying power of the Allies should be coming along in far greater volume than the monthly sinking of ships by the Axis raiders. During the five months up to last December the average monthly total loss did not exceed 180,000 tons.

The entry of Japan into the war means, of course, an extension of commerce destruction to the trade routes in the Pacific, and the consequent addition of some losses in that area. But the great success of the Allied Navies in checking the Axis onslaught in the Atlantic in 1941 gives every hope that even now the total of monthly losses can be kept below the total of monthly additions.

The importance of shipping to the Allied cause does not lie only in the need for sea-borne supplies. Before they can achieve final victory the Allies will have

(Continued overleaf)

54/37

JUN 30 1942

Mrs Spenser

Rec'd June 16 1942

X-D759

#19

In reply to Yours -

LONDON

MAY 23RD, 1942

Britain's Industrial Efficiency Grows Apace

THE three main ingredients of successful industrial mobilisation are: first, the rapid changeover of labour, plant and materials from the production of the goods of peace to the manufacture of war equipment; secondly, the production of the right kind of equipment of the highest quality in the proportions in which it is needed; and thirdly, the introduction of the speediest and most economic methods of production.

The success with which Britain has armed herself, within a comparatively short period, is due, in a large measure, to the judicious blending of these three ingredients in her industrial war effort.

A Process Completed

In the early stages of industrial mobilisation Britain pushed on rapidly with the physical conversion of existing plant, the construction of new manufacturing facilities and the recruitment of additional labour. This process, however, is now virtually completed; it has been accompanied by an astonishing expansion in the output of war equipment.

While the Fighting Services have at all times collaborated closely with the Production Departments so as to secure the right kind of equipment of the highest quality, it has recently been felt that still more could be done. Hence the appointment, last March, of a Minister of Production to collaborate with the heads of the Fighting Services in order to bring about—to use the phrase of the new Minister—"a complete fusion between military plans and thought and production plans and thought."

A great deal of attention has also been paid to efficiency in production, the third ingredient. Despite the dislocation and friction that must accompany a sudden change in the things produced by industry, there has been no decline in overall efficiency, even in the year after Dunkirk. On July 29th, 1941, Mr. Churchill informed the House of Commons that the Ministry of Supply then had one-third more people working in its factories and that output had risen by an equal proportion.

Improved Technique

Since then, however, appreciable progress has been made towards raising the efficiency of war industry (a) by more intensive work, and (b) by improved technique.

Under the first heading, effort has been concentrated on the full and continuous utilisation of labour, plant and machinery. It was realised at the outset that the achievement of this object depended on the continuous flow of orders, raw materials and parts to the war factories.

(Continued overleaf)

S-37

[Chess letter]

England

AL-Pk

X-D759

#20

In reply to Yours -

LONDON

AUGUST 15TH, 1943

BRITISH SUPPLIES TO RUSSIA

SPECIMEN OF BRITISH WAR
LITERATURE
RECORD PURPOSES ONLY.

By L. Chivers

WITHIN a fortnight of Mr. Churchill's historic broadcast of June 22nd, 1941, promising material and technical aid to the Soviet Union, supplies were on their way. The United Kingdom Commercial Corporation, working closely with the Soviet Trade Delegation, had started the flow of aid to the Soviet Union.

Transport difficulties at first seemed almost insuperable. Russia is separated from Britain by the whole extent of the European Continent, occupied by the enemy. In the early days, the only route to Russia was over the roof of the world to Murmansk and Archangel.

This is a difficult voyage in any circumstances from the point of view of geographical conditions, but now, added to the dangers of ice and snow and fierce squalls are the menace of submarines and of surface craft and of bombers based on Norwegian airfields.

New Railway

In spite of this, British seamen have taken £170,000,000 worth of munitions and £50,000,000 worth of non-military supplies. Mrs. Churchill's Aid to Russia Fund has sent 3,000 tons of medical supplies from Britain to the Soviet Union.

Supplies sent to Russia during the first twelve months, by the northern route alone, included 3,025 aircraft, over 4,000 tanks, 30,000 vehicles, 831,000 tons of miscellaneous cargo, 42,000 tons of aviation spirit and petrol and 66,000 tons of fuel oil.

All these supplies did not reach the Soviet Union, but the effort to get them there demanded heroic endurance on the part of our seamen, and on the whole the efforts have been successful. These supplies were in excess of our undertakings. For every 100 aircraft promised we had, by May, 1942, shipped 111.

But while supplies were being carried along this difficult route, a new Iranian railway was being built which was to facilitate the flow of supplies both from Britain and America.

From Britain and America there came not only railway lines but the engines and trucks to run on them. The vast majority of the workers were recruited from natives, trained by British or American technicians. Soviet, British and American authori-

ties in the Middle East have worked together with one ruling idea, to get on with the job.

The British Empire has contributed richly. From Australia there have arrived clothes, large quantities of tinned food, of cocoa, butter and other products. From Palestine were sent thousands of yards of canvas for hospital tents. From India, notwithstanding her own danger from Japan, were despatched hides, wool and cotton.

Moreover, with the building of the railway in Persia, India has become of outstanding importance as a supply base, and her workers have joined in great efforts needed to cope with the transport and haulage problems.

In spite of the loss of most of our sources of rubber in the Far East, 82,000 tons of rubber were shipped—much of it from Ceylon. Wool arrived from Australia and New Zealand, metals from Canada.

Medical Supplies

At the urgent request of the Soviet Government the South African Institute of Medical Research flew to Moscow 10,000 doses of anti-gas gangrene serum and 20,000 doses of anti-bacterial dysentery serum.

It is planned to despatch a similar consignment next month and to include 40,000 doses of anti-typhoid vaccine. In this way thousands of Russian lives are being saved by these sera, which are often used by the Russian fronts within ten days of leaving South Africa.

Although the bulk of our aid to Russia has been military supplies, vast quantities of civilian supplies have been shipped. In view of the occupation of the enemy of much of the Soviet Union's industrial territory, a supply of electrical equipment, machine tools and industrial plant from Britain has been of especial value.

Silver steel and steel strip have been sent in quantities to enable the Soviet industry transfer

(Continued over)

In reply to Yours—

LONDON

EXCERPTS OF BRITISH WAR
PUBLISHED FOR THE
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DECEMBER 1ST, 1944

THE THIRD FREEDOM

By Charles A. F. Austen

A LONG record of pioneering lies behind Britain's new plan for Social Security. Emerging from earlier legislation, the Elizabethan Poor Law Relief Act of 1601 first put on local authorities obligations towards the workless, disabled, infirm and orphans. This Act had a profound influence on future legislation. The ideas behind it, and often even the wording, are the same as those of the Poor Law Act of 1930—over three hundred years later. Out of experiment and steady progress grew Britain's social legislation of to-day.

The nineteenth century saw a rapid enlargement and extension of public social provisions, for Britain was the first country in the world to be industrialised, and as such she was the first to tackle on a large scale the attendant evils—unemployment, overcrowding, disease.

Her record is one of which she can be proud. Measures in Britain for education, health, maternity and child welfare services bear comparison with any in the world. The new Social Security plan may put the coping stone on the measures of the past, but it is also their logical sequel.

Parliamentary Debate

The oldest Old Age Pensioner in Britain died a few weeks ago at the age of 109. For nearly thirty-six years he had drawn his Old Age Pension regularly. He was born in London in the reign of King William IV and his name was John Christian Francklow.

His life and death are mentioned not as a curiosity of longevity—arresting as it may be as such—but as a reminder to those who believe there is something revolutionary in Britain's wide-sweeping new plan for Social Security, that the scheme is, in fact, essentially evolutionary.

Indeed, it was as long ago as 1908 that a system of Old Age Pensions payable to persons over 70 was introduced in Britain, by Act of Parliament. This scheme was non-contributory as the then Chancellor of the Exchequer, Mr. David Lloyd George, had rejected a system of contributions on the grounds that most women would be excluded—in those days of course there were fewer women wage-earners.

Subsequent legislation consolidated the law, linked up Old Age Pensions with National Health Insurance, and introduced the principle of compulsory contributions. Widows and orphans as well as aged persons came within the scope of the pensions schemes.

It will be seen, therefore, that from the Old Age Pensions Act of 1908, and the National Insurance

Act of 1911—which introduced the first compulsory scheme to provide for certain grades of workers, free medical attendance and compensation for wages lost during sickness—Britain's legislators have been "security conscious." So much so, that during the old age of one Englishman, they have evolved, from the slender material of the first national pensions plan, this great scheme of social self-help—a scheme not surpassed and hardly rivalled in any other country in the world.

Week by week, for nearly 33 years, old John Christian Francklow had been drawing his Old Age Pension. Then some three years ago he began to hear people discussing "Beveridge." Social Insurance had become one of the reconstruction priorities to which Britain's present war-time Government turned its attention. Sir William Beveridge, the distinguished economist, who has since been elected Member of Parliament for Berwick-on-Tweed, was asked to be Chairman of a survey of all the existing schemes of Social Insurance. He subsequently made recommendations for social measures which he embodied in the document known as "the Beveridge Report." This became the subject of a full debate in Parliament in February, 1943.

All Embracing

John Christian Francklow lived just long enough to see two White Papers setting forth the Government's own proposals, which took full account of Sir William Beveridge's findings for Social Insurance generally, and for Industrial Injury Insurance. It is the first White Paper which is discussed here.

In introducing the proposals, the White Paper declares that it is the first duty of Government to protect the country from external aggression.

"The next aim of national policy," the document goes on, "must be to secure the general prosperity and happiness of the citizens. To realise that aim, two courses of action must be followed. The first is to foster the growth of the national power to

(Continued overleaf)

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#22

In reply to Yours -

LONDON

DECEMBER 15TH, 1944

ALLIES TOOK PORTS TO EUROPE

By Charles Tregaron

WHEN the Germans realised that an Allied invasion of Occupied Europe was inevitable, they believed they would foil it with a strategy which would result in the Forces of Liberation being thrown swiftly back into the sea. They planned to fortify and defend with the utmost obstinacy, each of the ports in their possession. Yet they failed. For the Nazis had not reckoned with the "Mulberry" operation—that amazing feat of British engineering which enabled a port to arise from the sea and speed the Allied Armies to the frontiers of the Reich.

On this great achievement, the construction in Britain of pre-fabricated harbours and their transportation to the Normandy beaches, has depended much of the success of the Allied operations since the Liberating Armies set foot in France and began the struggle that was to lead to the spectacular advance to Belgium, Luxembourg, Holland—and the borders of Germany itself.

It had been obvious to the enemy that any attempt to shake his defence in the West must depend on securing, at an early stage in the campaign, a harbour adequate to the needs of a vast invading force. That explains why all the Atlantic ports in German occupation were so heavily fortified, and why orders were given to defend them to the last man.

But the Germans did not allow for the seemingly fantastic possibility of the Allies taking their own port with them across the Channel—a harbour comparable in size with that of Dover, which in the peaceful days of British civil engineering had taken some seven years to construct.

The story of "Port Winston," as the Royal Navy was swift to christen the pre-fabricated harbour as it came into service at Arromanches, is but a chapter in the general story of the thoroughness of Anglo-American planning.

Floating Breakwaters

In June 1943—a year before D day—the Chief of Combined Operations held a meeting in London of British and United States Commanders, together with representatives of British Service Ministries. Among other things it was decided that artificial harbours would be essential to provide sheltered water for unloading over the beaches.

This decision was submitted, as part of the operational plan of invasion, to the Combined Chiefs of Staff at the Quebec Conference.

To save time, it was decided that all the constructional work should be done in Britain. The original plan was for two artificial ports—one for the British,

and the other for the American sector. Each was to have a breakwater formed of concrete caissons. The War Office had undertaken to produce these caisson designs.

Despite the vast quantity of work to be accomplished, and essential experiments such as the effect of wave action on design—carried out by Britain's National Physical Laboratory—working blue prints were produced by October 4th, 1943, and the final drawings were substantially completed sixteen days later. By November 27th all details had been worked out.

Dover Compared

Then began the work of pre-fabricating two harbours, each roughly the size of Dover, to accommodate the shipping and port equipment required to handle the invading armies' supplies—estimated at 12,000 tons and 2,500 vehicles of all shapes and sizes to be landed each day over a period of at least ninety days.

This entailed the construction of 150 caissons, and it was found that for technical reasons they could not be placed in water deeper than 5½ fathoms. This would have meant that only a limited number of ships, such as the *Liberty* type, could use the harbours. So, in addition, outer floating breakwaters had to be provided, for which the experiment, design and production were promptly undertaken by the British Admiralty.

In passing, it is interesting to note what the Germans themselves have said of Dover Harbour. In the Guide to the British Isles, published between World Wars I and II by Karl Baedeker of Leipzig, Dover is acknowledged to possess "the finest harbour of refuge in the Channel."

Among its features particularly noted by Baedeker are the Admiralty Pier, 1,300 yards in length, the eastern arm of the outer harbour, 1,100 yards in length, and a breakwater, 1,400 yards in length.

(Continued overleaf)

RECORD PURPOSES ONLY

In reply to Yours—

LONDON

JANUARY 1ST, 1945

BRITAIN'S ALL-OUT EFFORT

By F. S. Leigh-Browne

THE balance sheet of Britain's "blood, sweat and tears" has been presented to the world by the British Government's White Paper on the British War Effort.

Britain's record during five years of total war is set forth in cold, unemotional figures. It is a story of individual achievement by the men and women of the Home Front who have laboured day and night to keep the Armed Forces of Great Britain and her Empire fighting in more than twenty campaigns on the world's fronts. This effort has been maintained by men and women grimly working in the shadow of the black-out, bombed by day and night, and each making personal sacrifices such as no free people have ever accepted.

One house in three—4½ million of the 13 million in Britain—has been destroyed or damaged by enemy action. Up to 31st August, 1944, 57,298 civilians had been killed, 7,000 of them children. Adding those seriously injured, civilian casualties have amounted to 136,116.

But that is only part of the story. For every civilian casualty there have been four in the armed forces. Up to September, 1944, of a total of 563,112 casualties, 176,081 were killed and 38,275 missing. The United Kingdom casualties amounted to 60 per cent. of the total for the British Commonwealth and Empire, having provided just over one-half of the total British forces of 8½ million.

New Taxes

Turning to details of everyday life, food rationing in Britain has meant a marked decrease in variety. It has not so much meant a great reduction in the average consumption of fats, tea or meat, but a levelling out of pre-war inequalities due to income differences. Consumption of potatoes and bread has increased, these two foods being, besides vegetables, the only staple foodstuffs in unrestricted supply.

Luxuries and near-necessities have been whittled away. In 1943 people in Britain spent on clothing and dress materials only 55 per cent. of the money they spent in 1938. The reduction in expenditure on boots and shoes was less—the 1943 figure being 73 per cent. of that for 1938—but other goods showed a steep decline—for instance, furniture was 23 per cent., and hardware 33 per cent. of the 1938 figures.

It may be suggested that the people of Britain have been better off during the war: their personal incomes have grown from about £100 per head of population to about £160. The figures cannot be denied, but the inference can. To-day £160 has to

go much further than £100 before the war. The standard rate of income tax has risen from 5s. 6d. in the pound to 10s., and nine million more people were paying income tax in 1943 than in 1938.

Then, again, there have been enormous increases in indirect taxation. The duty on a pint of beer has gone up from 2½d. to 7½d., on a packet of twenty cigarettes from 5½d. to 1s. 9d.

Except for some classes of *Utility* goods and food, there is purchase tax on almost every personal and domestic article, ranging from 16½ per cent. of the wholesale price on articles needing frequent replacement to 100 per cent. on luxury goods.

Everyone in Britain, except children or those too old for active employment, has been required to serve in the Armed Forces or to play a part useful to the war effort.

Between 1939 and 1944 the total number mobilized in the so-called active age-groups—14-64 for men and 14-59 for women—in the Services and in industrial employment rose from 18½ to 22 millions, or 69 per cent. of everyone in these age-groups. The remaining 31 per cent. are housewives, students, children still at school, or invalids.

Women Mobilized

Of the increase of 3½ millions, 1½ were previously unemployed, though eligible for employment, and 2½ millions are new recruits to industry. These inexperienced workers created a new problem in industry, which British engineers have solved successfully. Many industrial processes for which these new workers were needed were too complex to be learnt quickly. To save both time and trouble, the processes were broken down into simple operations which could be tackled by workers with no previous experience.

The most remarkable thing about these manpower

(Continued overleaf)

In reply to Yours—

LONDON

SPECIMEN OF BRITISH WAR
LITERATURE SUPPLIED FOR
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JANUARY 15TH 1945

SHIPPING LOOKS AHEAD

By A Shipping Correspondent

IN spite of the developments of air travel and transport, Britain, essentially a maritime nation, recognizes that her future is still bound up with the sea and the ships that sail on it. Her sea-power must be sustained—a power which depends just as surely on the efficiency of her Mercantile Marine as on that of her Navy and Air Force. Never has this been more fully appreciated than in this final period of World War II, and the determination with which the problems of post-war shipping are being tackled by the Government, as well as by all sections of the shipping industry itself, is a measure of the country's awareness of a vital issue.

Already the dawning phase of transition has been marked by the Government's decision to establish, in place of the present war-time committee, a new Shipbuilding Committee. This Committee is to be charged with the tasks of advising the Government on all questions connected with building and of promoting co-operation between shipowners and shipbuilders in the ordering of new tonnage and different types of merchant vessels, and arranging the well-being and stability of the industry as a whole. It will include representatives of the Admiralty, the Ministry of War Transport, shipbuilders and owners, and, for the first time on such a committee, two representatives of the shipbuilding workers.

Remarkable Output

War has raised the British shipyards to a state of extreme efficiency. There have been great technical advances and outstanding building achievements, all suggesting a bright future under carefully co-ordinated control. But before looking into the future it would be well to glance at the amazing record of these last five years.

Convincing testimony came from Mr. Alexander, First Lord of the Admiralty, during the recent Shipbuilding Debate in the House of Commons. Taking as an example the fourth year of this war and comparing it with the fourth year of the last, he showed how vastly greater was Britain's naval production in 1943. In that year we turned out 1,984 ships with a tonnage of 590,000, compared with 940 ships in 1918 with a tonnage of 366,000—an "amazing result" achieved with fewer slips, fewer yards, fewer workers.

Nor was the output of merchant ships less remarkable, although at the beginning of this war, merchant needs had to give space to the tremendous demand for fighting ships. Even so, at the most critical stage

of the war, 45 per cent. of available labour was still reserved for merchant building and repair.

In the whole of World War I British yards produced about 3,770,170 merchant tonnage—a good deal less than that launched in the years from 1940 to 1943. In that period the figure was 4,415,668 gross tons, in spite of fewer yards and workers, and in spite of air raid damage to workers' homes. Shipyard workers at the same time have repaired the ravages caused by four of the worst Atlantic winters ever experienced and the vigorous North Russian convoy run.

Much of the credit goes to the workers, but much also to improved methods of construction. At the same time, a great deal of additional and more delicate work was called for—such as the manufacture of defences against magnetic and acoustic mines, and the frequent conversion of vessels to carry out entirely new functions under changing conditions of warfare.

Research Progress

Big Government grants have already been made towards the modernisation of yards. They total £5,000,000 so far for such items as improvement in layout and additional cranes and machine tools. For new welding equipment alone, grants have been made up to about £1,500,000, and the First Lord of the Admiralty has announced that the total spent by the Government and the industry on modernisation will exceed £10,000,000.

Repair work—an industry within an industry—has reached new heights of ingenuity and proved British shipbuilders to be masters of improvisation. Every kind of damage has been coped with above and below the waterline.

At one period the average number of ships undergoing repair was 431, with a tonnage of more than

(Continued overleaf)

In reply to Yours—

LONDON

RECORD PURPOSES ONLY.

FEBRUARY 1ST, 1945

BRITAIN LOOKS FORWARD

By an Economics Correspondent

Of the total exports of the rest of the world, Britain in 1938 took 21 per cent., the U.S.A. 11.1 per cent. Twenty countries sold more to Britain than to any other country. Thus, as the world's best customer, economic changes in Britain are of world-wide significance. In this article we survey Britain's war-time economic sacrifices and their impact on her import and export trade. A picture emerges of great tasks ahead but of an equally great determination to tackle them. In our next issue we shall describe some of the ways in which Britain will turn her energy and resources from her unsurpassed achievements of war-time to the immense tasks of peace.

IN the economic field Britain's sacrifices during the war years have been as unstinted as the hard work of her people and their willingness to forgo all but essentials. But sacrifice, however right for a time, defeats its own ends if prolonged indefinitely, and, when peace comes, to make possible a return to former standards of living, it is essential for Britain to regain her pre-war exports—given up without hesitation to intensify her war effort. In assessing the position it is necessary to look to the past as well as to the future.

Before the war, only 10 per cent. of Britain's imports were finished goods, the rest were food supplies and raw materials for industry. By 1943 imports of both food and raw materials were cut down to one-half. Nevertheless, total industrial production was 40 per cent. higher in 1943 than in 1938—a striking testimony to the efficiency and adaptability of British industry.

Imports can be paid for either by exports of merchandise or by the income of service transactions—shipping, insurance, banking and income from overseas investments. In 1938 total imports for use in Britain amounted to £858,000,000, whereas exports amounted to £471,000,000.

Of the excess of imports over exports, £200,000,000 was covered by the income from overseas investments, £100,000,000 from shipping income, and £33,000,000 from other services. Even then there remained a deficit of £55,000,000. This could only be met by the sale of foreign investments, and thus forgoing the future income from them.

Assets Sold

During the course of the war, Britain has liquidated the greater part of her overseas assets to pay for war supplies, and heavy overseas liabilities have been incurred for supplies required by military operations abroad. Thus, foreign income in the future will contribute much less than in the past to the payment of imports. Shipping losses have reduced its potential contributions still further.

If Britain's imports are to be maintained at their pre-war level, exports will have to be increased,

and the new liabilities can only be liquidated through an additional rise in exports. It has been officially estimated that an expansion of at least 50 per cent. over the 1938 figure will be necessary.

Total sales of overseas assets reached £1,065,000,000 by the end of June, 1944, while new overseas liabilities had been incurred to the tune of no less than £2,300,000,000. How has this come about in spite of the generous help given Britain by the United States and Canada as Lend-Lease and Mutual Aid? It should not be forgotten that Lend-Lease started only in March, 1941.

Britain Pays

In the first stages of the war Britain used ordinary peace-time methods to pay for the war materials she needed. This inevitably put a heavy strain on her financial resources—she spent her gold reserves in the U.S.A. and sold a large part of her American investments.

Thus, in spite of Lend-Lease, Britain expended in the United States some £1,500,000,000 on war supplies of all kinds from the outbreak of hostilities to November, 1943. This money went to build up America's munition industries, and, in consequence, they were much nearer a war-time footing than they would otherwise have been when the U.S.A. herself was attacked.

Britain receives no mutual aid from Empire countries apart from Canada. She pays for local deliveries to her armies in India and for all supplies and services she receives from the Dominions and India. The United States receives such supplies

(Continued overleaf)

In reply to Yours—

LONDON

FEBRUARY 15TH, 1945

INDUSTRY FORTIFIED

By G. H. Gretton

SINCE the British people entered the war in 1939, taking up the challenge of German militarism which sought to set the whole world back into the age of barbarism, ordinary economic considerations have not counted. A nation whose greatness was built on free enterprise and world-wide commerce has accepted without demur the most stringent controls, and has ruthlessly cut its exports to less than one-third of the pre-war volume. The peace-time efficiency which wins and retains markets has given way to a new criterion: now the entire resources of the nation can be used with maximum effect against the enemy.

Profit and loss accounts have been disregarded—Excess Profits Tax has in any case taken 100 per cent. of the excess over peace-time trading to help finance the Government, which has been, practically speaking, British industry's only customer. The sole dividend it was required to pay was victory. But the new conception of efficiency has not impaired the old: in fact, it has set new standards which will carry over into the post-war world and gear the national economic machine to new and greater achievements than ever before.

Value for Money

The British Government Statistical White Paper on the national war effort has not merely revealed immense sacrifices, and an expenditure greater, relatively to numbers of population, than that of any other belligerent. It has also shown that this expenditure has given greater value for money. Indeed, the purely financial statement—impressive though it is—understates the case.

The total expenditure of £25,000 millions is equivalent to far more than its nominal exchange rate in terms of dollars or other currency. An analysis recently published of twelve typical items of military equipment showed that prices, reckoned at the official rate of exchange, were in almost every case lower for the British product than for the American. The variation ranged from £380 for a British 3-ton truck, against £808 for an American one, to 11s. 6d. for British heavy wool jerseys, against 13s. for American ones.

Again, the White Paper shows that seven-tenths of the entire armaments used by the United Kingdom, Dominions and Empire forces were produced in Britain. This is equivalent to the military supplies of about seven million men.

At the same time, Britain has mobilised all told six and a quarter millions in the Armed Forces and Civil Defence—which for a country under air bom-

bardment may be reckoned as a branch of the Forces.

Such an effort is unprecedented for a nation of 47 millions. Translated into terms of the population of the U.S.A. and the U.S.S.R., it would mean for the former Armed Forces of nearly 19 millions and equipment and munitions for 21 millions; for the latter, 25 millions under arms and supplies for not far short of 30 millions.

Britain's production achievement is the result of industrial organisation, technical skill and national solidarity of the highest level. An engineering expert writes of the White Paper statistics: "They emphasise once again the vital importance of the engineering profession and industry to the continued existence of Britain as an effective power, for there is hardly a single table in the entire survey which does not illustrate that fundamental fact. Many of the totals recorded are fantastic in their proportions."

The British war effort, which saved the world in 1940 and 1941, was in fact based on the renowned efficiency of the British engineering industry—on which Britain's peace-time prosperity is also based. So far from impairing this efficiency, the war has increased it.

Engineering Triumph

A great part of Britain's war output is of goods which, it is hoped, will find no peace-time markets—guns, shells, tanks, six-ton bombs and rockets. But a very large proportion of it will also have outlets in post-war markets.

Engineers everywhere have hailed the great prefabricated harbour—built in Britain, towed over to Arromanches and established in a few days by British engineers to accommodate the vast supplies of the Allied armies in Normandy—as the big engineering feat of 1944.

This, and innumerable other British achievements, such as Bailey bridges, radio-location equipment,

(Continued overleaf)

A MAGNA CARTA FOR FREE NATIONS

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"Put your confidence in us. Give us your faith and your blessing, and under Providence all will be well. We shall not fail or falter. We shall not weaken or tire. Neither the sudden shock of battle nor the long-drawn trials of vigilance and exertion will wear us down. Give us the tools and we will finish the job."

Mr. Winston Churchill.

THESE momentous words of the Prime Minister were addressed to President Roosevelt at the conclusion of a speech broadcast on February 9th. Five weeks later, on March 15th, President Roosevelt delivered a speech at Washington in the course of which he made the following direct response to Mr. Churchill's appeal :—

"The British people . . . need assistance, and that they will get. They need ships. From America they will get ships. They need planes. From America they will get planes. Yes, from America they need food. From America they will get food. They need tanks and guns and ammunition and supplies of all kinds. From America they will get tanks and guns and ammunition and supplies of all kinds."

In the interim between these two memorable speeches, on March 11th the Lease and

Lend Act had become law. Speaking in the House of Commons on the following day, Mr. Churchill described the Act as "this monument of generous and far-seeing statesmanship."

"The most powerful democracy," he continued, "has, in effect, declared in solemn Statute that they will devote their overwhelming industrial and financial strength to ensuring the defeat of Naziism in order that nations, great and small, may live in security, tolerance and freedom."

"By so doing, the Government and people of the United States have in fact written a new Magna Carta, which not only has regard to the rights and laws upon which a healthy and advancing civilisation can alone be erected, but also proclaims by precept and example the duty of free men and free nations, wherever they may be, to share the responsibility and burden of enforcing them."

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UNION JACK

FOR THE BRITISH FIGHTING FORCES

Collect

No. 12

(ITALIAN EDITION)

Saturday, November 20, 1915

Two Life

Berlin and Ludwigshafen Battered Allies Record-Breaking Raids Blast Germany

BOMBING history was made on Thursday night when the R.A.F. sent what is officially described as a "record-breaking force" to raid Berlin, the German capital, and Ludwigshafen, the important port town on the Rhineland.

As soon as this raid had ended, American Flying Fortresses—in what is reported as record-breaking numbers for day bombing—set out to smash targets in western Germany.

It is stated that 350 four-thousand pound "blockbusters" were dropped on Berlin in daylight—an hour—another new record. No official figure has yet been given as to the actual number of aircraft we used in the night raid, but the figure may be estimated from the official statement that in losing 25 planes the percentage is very small of the number of machines we sent out.

It is the first time in bombing history that two major raids have been carried out simultaneously, and the raid on Berlin—the fifth attack of the war—was definitely heavier than that on Ludwigshafen.

Medical Aid To Russia

MRS. WINSTON CHURCHILL gave details of how Russia has benefited under her Red Cross Fund.

She said that more than 4,000 tons of medical and hospital supplies had been despatched to Russia in ships which were carrying ammunition and tanks, other kinds of equipment.

Some of the hardships which the crews have to undergo are revealed when it is realised that many ships arrive at Murmansk with as much as 150 tons of ice on their vessels.

U.S. URGES FREE LEBANON

THE United States Government has urged the French Committee of National Liberation to grant full independence to Lebanon.

Revealing this in Washington yesterday, Mr. Cordell Hull said that the United States' representative in Beirut, Dr. George A. Harter, and the American legation in Beirut, and the American legation in Algiers with representatives from the United States.

Last night General Catroux's report on the Lebanon crisis had not been received in Algiers, but it is believed that the French Government that settlement was reached without release of the arrested Lebanese politicians.

NO CARRIERS IN LEBANON

Commanding the American occupation officially stated in London yesterday that, strictly speaking, they were not employed of the



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32

1-2-11

TRUNK CALL

VOL. III, No. 22, MAR. 23, 1945.

BEVIN STRIKES WARNING NOTE

A WARNING that the country couldn't afford industrial upheaval when peace came and that if there was one it would be more costly than war was given by the Minister of Labour, Mr. Bevin, in a London speech. He said the Ministry now had in National Service over 22 million people. At the peak point it was about 25 million. That was the highest mobilisation in the world. Neither our Allies nor the enemy had approached that total in proportion to population. "When the unwinding has got to take place," Mr. Bevin declared, "there must be care—first of all with regard to the men coming back. You will have to be patient. If you don't do that we might well get strikes and upheavals."



"You know, I think we ought to form an old comrades' association, or something, before we finally disperse,"—Neb.

SUMMER STATION WILL OPEN NEXT WEEK

PAIFORCE Summer Station, Beirut, will open on April 1, on which date the first "flight" of the first party will move in.

This news, officially announced by HQ, Paiforce, will be welcomed by the thousands of men who have been fortunate in the past to secure leave amid the lovely surroundings of mountains and blue Mediterranean that have made Beirut famous. Those who have yet to have their first trip have something to look forward to.

The Summer Station will be regarded as an independent wing of the Ninth Army Leave Camp, and it is designed for up to 760 British personnel. The fact that it is open to BORs of the Indian Service will not prejudice their claims to eligibility for leave to India.

Flights of HQ will assemble every third day at a transit camp in the Command, and the route is via Rutbah, Damascus and thence over the Lebanon to the Camp. This run, with notes on places of interest passed by the convoy, was described in a booklet issued to Paicemen last year, and which will be issued again this year.

Freedom

Those who have already been to Beirut can tell of the delightful places which can be visited from this centre. There is also the provision that officers and ORs going to Beirut, after reporting their arrival at the Summer Station, may go anywhere they please at their own expense, and they need not necessarily stay at the Summer Station. They must, of course, report back to the Camp Commander in time to catch their returning convoy. Officers and men going to Beirut must not, however, leave the convoy en route at Malgara or Damascus and proceed to Palestine. Anyone who wants to go to Palestine must report in the first instance to the Commander at the Summer Station and obtain his permission.

Full details of the Summer Station are to be found in an administrative instruction issued by HQ, which should be read by all who intend to visit the station.

Trips

One of the principal attractions of the Leave Camp at Beirut last year was the series of trips to places of interest inland and beauty spots along the Mediterranean coast. Incoming visitors to the Summer Station this year will be glad to hear that a similar series has been arranged for their benefit.

On Thursday and Friday, trips will be run to Baalbek, where there are colossal Roman ruins. This

trip, incidentally, runs alongside one of the most beautiful parts of the Lebanon coastline, including the Bay of Jouni.

There will be two half-day trips to Byblon, with its Crusader castle and other relics of bygone centuries. Larnaka will run on Tuesdays and Fridays.

Tripoli, the fine modern city to the north of Beirut, will be visited on Tuesdays and Fridays for a full day.

On Mondays and Wednesdays, men will be able to go to Haifa, in Palestine, again for a full day.

The "plum" among the trips, however, is that to the Holy Land, details of which have already been announced in "Trunk Call." This lasts five days, starting out on Thursdays.

A trip to the Cedars of Lebanon is under consideration.

More Shoes Soon for BORs

FROM time to time there are moans that BORs are unable to buy shoes from Ordnance. This is acknowledged.

ERI, however, have been able to obtain about 400 pairs of brown shoes and the same number of black, which are to be put on sale in the near future, and at the same time in all stations.

Readers may say that 800 pairs of shoes are not worth worrying about, and that they will go nowhere; that is true; but, on the other hand, it is something; and Nanfi, like Oliver Twist, are asking for more.

To ensure equitable distribution the shoes will be on sale at the main Bull Issue Stores in the Command, and it is suggested that units obtain information of the sizes required by BORs and then indent in bulk.

Nanfi, we are told, will be responsible for "breaking down" indents if the stocks available do not meet requirements.

Daily Newspaper of the British Pacific Fleet

PACIFIC POST

No. 99

FRIDAY, OCTOBER 26, 1945

FREE TO THE FLEET

Chancellor Res Budget

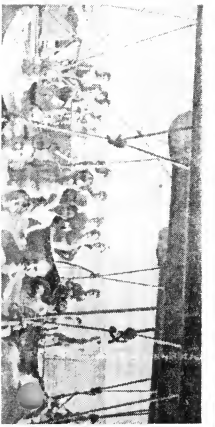
nesday.—When the debate on Dr. Dalton's
ary Budget was resumed in the House of
rner Chancellor of the Exchequer, Sir John
ried himself as a "friendly critic" of the
proposals.

The Budget had
everybody good re-
even it was a stag-
penditure was to
at rate for the rest
was showing, (29)
and should set about
any with vigor
near the Chancellor
claration about the
e Government to
without any qualifi-
cesses of that policy
out on wages re-
s-ends. If they did
it inevitably break
of inflation would

Budgetary proposals have stimulated
Stock Exchange business.
The "Evening Standard" financial
Correspondent says the reduction in
E.P.L. coupled with the proposed in-
come tax, has led to a scramble to buy
popular industries.

EUROPE "BATTENS DOWN" AS ROOFS FLY BRITAIN BATTERED IN Two Deaths

When a chimney stack in
Expinstone Road, Hastings, was
brought down by the gale, eighty-
three old Mrs. J. Howard, who was
living at the house, was killed and
lost her memory. She was found
when a rescue squad got through
the debris.
A Brantree (Essex) schoolgirl
aged eleven was killed and a school-
boy aged fourteen had both legs
broken, when an elm tree was
brought down near the school.



90 M.P.H. STORM
LONDON, Thursday.—All Central Europe is threat-
ened by a great ninety-miles-an-hour gale, which
gave many parts of Southern England a third night of
terror. While the gale-driven sea has invaded the land
around Britain's shores, piling up masses of wreckage,
Europe is beginning to "batten down," ready to fight
the worst weather for twenty years.

Gale warnings now cover all of the British Isles,
except the Orkneys and Shetland. The B.R.C. have
been broadcasting warnings all through the day.

Only the largest vessels are able to move in the Channel
to-day. Smaller vessels are forced by the high seas to ride
out the autumnal gale in South Coast harbours. Twenty
vessels of all nationalities are rolling and pitching off Deal,
some dragging their anchors, and all under watch by coast-
guards and lifeguards.

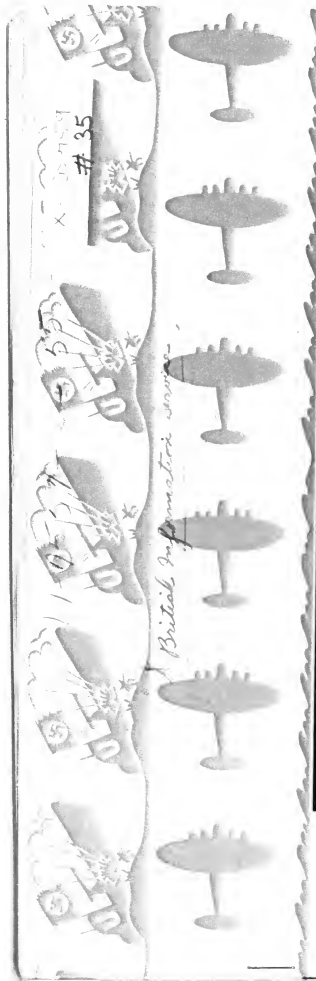
Naval bomb disposal squads and fire service parties are
anxiously watching the foreshores on which the highest tides of
the year are throwing up loose mines, from which several resort
towns have already suffered damage.

At Dartmouth-on-Sea a... landing
craft and two smaller vessels which had

Died 10

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PICTURE CHARTS
OF
BRITAIN AT WAR

